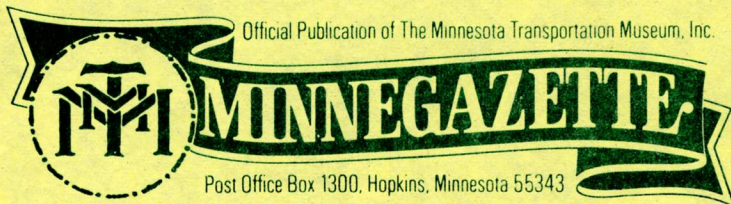


Official Publication of The Minnesota Transportation Museum, Inc.

# MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343





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ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE EDITOR,  
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May - June 1973

ABOUT THE COVER PICTURES: MTM and the Harriet Restoration Project were recently enriched by the acquisition of several vintage, original Twin City Rapid Transit Co. steel, tapered capped, overhead line poles which have now been emplaced in the 42nd. St. Station platform area. Soon to be painted and re-strung with electric trolley wire, the new/old poles are a historic addition to the Como-Harriet Line. In our interesting two-picture cover sequence, Museum members perform the "rescue" mission; (above). A line pole is plucked from location in North Minneapolis and "replanted" on the Lake Harriet 42nd Street Station Platform (lower photo).

DATE TO REMEMBER: SATURDAY, MAY 26th, 1973

COMO-HARRIET STREETCAR LINE REOPENS FOR THE SEASON!

#### GENERAL MEMBERSHIP MEETING NOTICE

The next general membership meeting of MTM has been slated for 8 p.m. on Tuesday, May 15th, 1973 in the main auditorium of the Northwestern National Life Insurance Building - Nicollet Mall and Washington Ave. in Minneapolis. Members and guests are cordially invited to attend the evenings' program.

#### NEW COMO SHOP FACILITY

Exciting News! The Minnesota Transportation Museum now has a new centrally located Twin Cities shop facility! A very generous and history-conscious Burlington Northern has graciously permitted MTM an extended term use of a spacious three-track work area in a portion of its own Como shops in St. Paul. This gesture has brought to a close a long and often arduous Museum quest for a secure location in which to continue MTM's important and continuing task of historic vehicle maintenance and restoration. Within the coming months, MTM will begin to move portions of its collection to Como shops - Dan Patch #100, DSR car #78 and the full compliment of components needed to completely overhaul and reconstruct TCRT/DSR #265 - the second standard car for the Harriet Car Line. Again, our heartfelt thanks to the people of the BN for their vision; now car preservation work can proceed with new vigor!

#### THE ROAD AHEAD - SUMMER OF '73

Spring has arrived and MTM is bursting with activity! We have much to report this issue - all areas are active and we are gearing up for a massive year with great expectations. The program for '73 is broad in scope. The successful accomplishment of our objectives depends purely upon the support of our individual members. Most of you will be called upon to help during the season. Give willingly and cheerfully of your time and effort toward our mutual success. And, when you make the commitment - honor it. It is only the sum total of all our efforts which will ultimately accomplish our goal at Harriet - a permanent and living memorial to an important facet of Minnesota's Transportation past.



## \$1000 OFFER TO TROLLEY -- A PLEDGE OF FAITH IN OUR FUTURE

During the winter months a very good friend of MTM - who by request must remain nameless - has graciously and generously offered to contribute \$1000 toward the 1973 Como-Harriet restoration effort if the Museum can raise an additional matching \$2000 in contributions - in either cash donations or pledges - before July 31, 1973. This is a very interesting and challenging opportunity. The re-electrification program at Harriet this summer will be most expensive - as has been published in previous issues of the 'Minnegazette'. It will cost many thousands of dollars to put #1300 back on her trolley!

We appeal to our members to help us raise donations for this work and to help raise the additional revenue to qualify MTM for the \$1000 pledge. Are we up to it? Use these trolley appeal flyers where they'll best help us become "Pollution Free in 73".

## BACK FROM THE BONEYARD --- #265 NOW ACQUIRED!

Now the story can be told; the long-sought-after 2nd double-truck streetcar for the Como-Harriet Streetcar Line has been acquired! Ex TCRT/DSR car #265 - a 1915 St. Paul Snelling-built standard car which ran on the streets of the Twin Ports of Duluth-Superior until abandonment of street railway operations in 1939 - was featured in the November-December 1972 issue of the Minnegazette. Since its final year of operation it has reposed deep in the woods of Northern Wisconsin maintained as a private summer cabin. For all her years of exposure to the harsh Northern elements, #265 is remarkably well preserved and totally intact (less its running-gear of course.) It's charms include original front and rear folding doors, exterior colors, virtually unblemished interior woodwork, sliding doors, roll-signs, strap hanger rails and gold lettering! Negotiations with the owners are now complete and during our 1973 season #265 will be moved to MTM's new Como shop where complete restoration will commence in the Fall and Winter of 1973-74. The Museum is extremely proud to have obtained this remarkable car - a veritable prize! All glass on the car is intact and there is absolutely no rot visible anywhere. The original pole-side safety window screens are on the car and the olive drab number 265 is still clearly discernible. (Duluth Street Railway colors were virtually identical to TCRT.) It is hard to imagine a wood car in such fine condition after almost 60 years -- 34 of them spent in the bush; striking testimony to the fact that TCRT built them to last! #265 is that kind of well-preserved car MTM has been seeking through the years and many, many miles of search. When brought to full restoration, #265 will provide both a novel contrast to and yet entirely appropriate companion to its virtual twin-premier car #1300-on the reopened Como-Harriet Line. It will also provide a fitting memorial to the long-vanished DSR railway system. Additional details on this remarkable new Museum property and plans for its restoration will be made available in future issues of the 'Gazette.'

## ASSOCIATE DUES INCREASE

Recently, the MTM Board took a very close look at the Museum dues structure. Surprisingly, they found that much of the income from the associate membership was required just to provide a member with services such as the Minnegazette - leaving little to sustain or expand the organization itself. After considerable discussion, the Board

elected to increase the annual dues for Associate Membership to \$5.00. The old rate had remained unchanged since the early 60's. MTM feels that this modest increase will go far toward helping the Museum better fulfill its commitments. Members are hereafter requested to use the new rate when recruiting members for MTM. The new rate will also apply to renewals of existing associate memberships.

### '73 HARRIET WORK PROGRAM UNDERWAY!

The Spring/Summer program is off and rolling at Harriet! Museum Operations V.P. Scott Heiderich and various MTM members held several wire-winding sessions in Heiderich's basement last winter; the grooved copper trolley wire and fittings are ready for hanging. Miscellaneous electrical components are now on order. All of these related events are forerunners of our biggest upcoming event of '73 - we're going back on our trolley! The line poles are already in place at the Harriet site - all 56 of them. And, our eager crews are ready to begin stringing the trolley wire over the Como-Harriet (almost two decades after the original wire came down). Our erstwhile historical "ferrets" have even located, appropriated and installed four original capped iron TCRT Line poles in the 42nd Street Station area. The donation of a few vintage TCL curved globe style light standards may also be in the offing. Related to our electrical restoration efforts, the track-work and maintenance-of-way facilities installation are continuing apace; several loads of ties and fittings have been brought to the site for the new Linden Hills spur and the Wm. Barry Bridge run-through track; a new steel storage building is being erected beneath the Linden Hills Bridge adjacent to the car-house. Our historically accurate restoration is forging ahead and Twin Citizens will soon be re-introduced to a sound long absent from our area - the singing overhead wire of the trolley! (And, it will be a refreshing respite from our reasonably faithful but noisy temporary gas generator.) We're down on noise pollution, too!

### EVER ONWARD, AND UPWARD -- NEW TYPE FORMAT CHOSEN!

Readers of the 'Gazette' will note (hopefully) that effective with this issue we have inaugurated the use of a clean, new bold easily readable type format as part of our ongoing publication improvement program. After stumbling through the years with an aging and enfeebled 'composing machine' more suited to producing graffiti or sanskrit than readable English, we felt it best to procure a new Olivetti Electric and treat our readers to a clean (and distinguishable) typeface. We sincerely hope you like it. (Besides, the old face was just as hard on the editor's eyes as it was on yours.)

### 'RIDE THE TROLLEY' -- NEW MTM POSTER ISSUE!

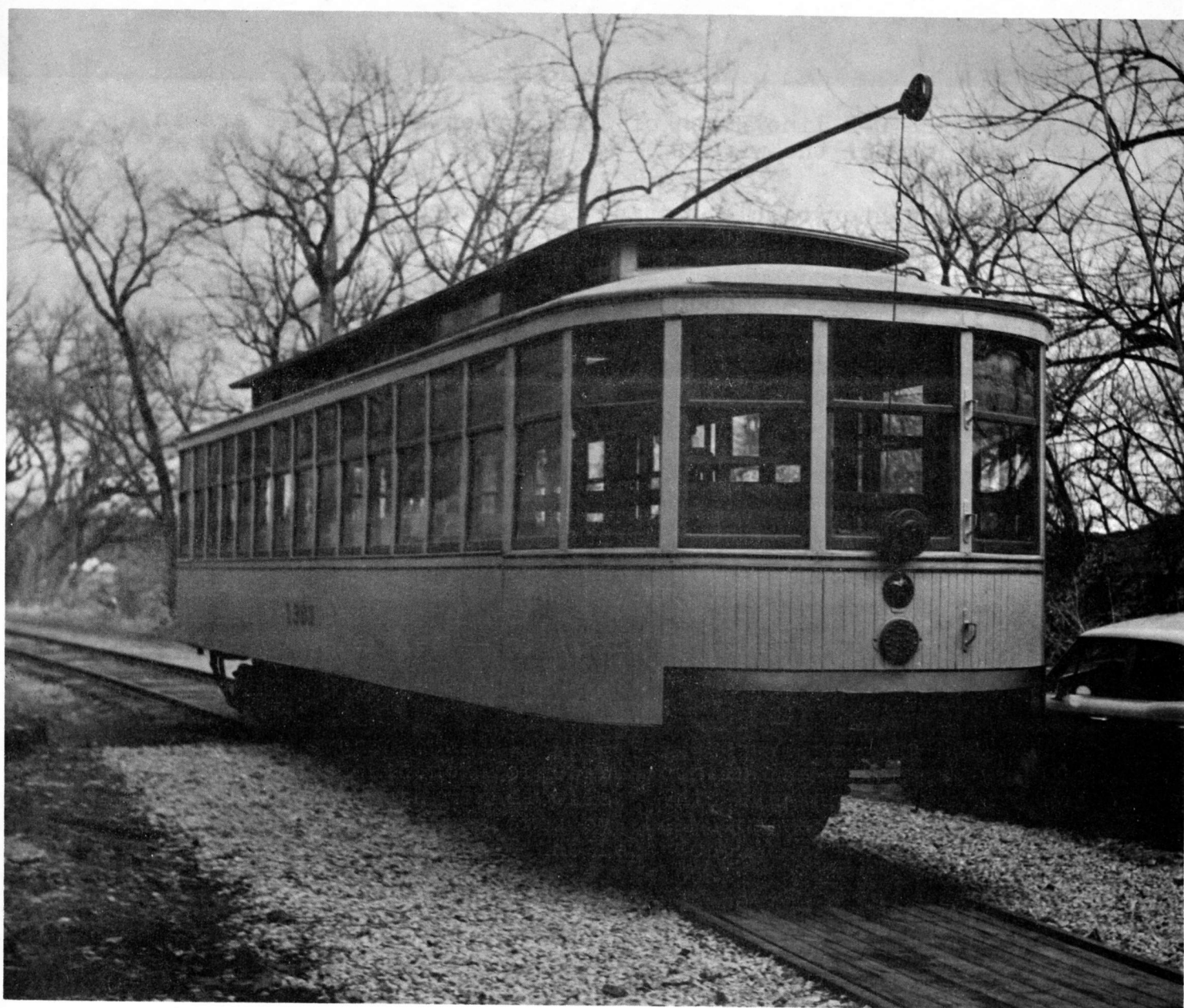
Included with this issue are several 8½ x 11 bulletin board flyers recently prepared as part of the Museum's 1973 promotional effort. "Ride the Trolley at Lake Harriet" has since been distributed throughout the Twin Cities area to public service organizations and other interested groups sympathetic to MTM's historic work. Our story must be told to the public for it is only through acceptance by the public sector that the Como-Harriet can become the living, permanent memorial that we all desire and have worked so hard to produce. Do your part to help in

this effort. Keep a copy for your files or memorabilia collection but see that the rest are posted where you best feel that the public will be most likely to see them; at your place of work or business, on the bulletin board at church, club activity or other. Let's tell the story of the Como-Harriet -- please do it today!

LEND A HAND --- DOWN AT THE 'DEPO'

Though somewhat overshadowed in recent years by the Como-Harriet project, MTM'ers should not forget our continuing effort at the Old Minnehaha Depot in South Minneapolis. This venerable structure was completely renovated and restored by the Museum a few years ago. MTM has a committment to staff the Depot on weekends during the summer months when the building is open to the public. If you would like to become a temporary station agent at Minnehaha for a leisurely, nostalgic Sunday afternoon this summer -- give Judy Sandberg a call at 890-2830.

"1300" . . . WAITING FOR THE WIRE AND MAY 26TH







ABOVE: View of the C-H line South of 42nd Street - the poles are in and waiting for the wire.

LOWER RIGHT: Late winter special outing on the North Line shows #1300 threading a light mantle of snow.

BELOW: Handy power auger and boom truck greatly eases the work of line pole installation.

-Both above pix and cover courtesy Loren Martin.





# MINNESOTA STREETCAR MUSEUM

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August 2021

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